

ARKANSAS FORWARD IN WORK FOR GOOD ROADS

Martin Dodge Speaks Enthusiastically of Recent State Convention in Advancing the Principle of Improved State and National Highways.

Brownlow Bill, Providing for Appropriation by Congress, Indorsed—Proper That the Government Should Bear a Share of the Expense.

Martin Dodge, director of the public roads inquiry, of the Department of Agriculture, participated in the State Good Roads convention recently held at Little Rock, Ark. He speaks enthusiastically of the occasion, and augurs extensive results from the deliberations. He says:

"The convention was one of the most important ever held in this country to consider any industrial question. It was large in numbers, enthusiastic in interest and harmonious in action. The Legislature then in session at the capitol, adjourned to meet in the great hall where the delegates and spectators assembled to the number of 2,000.

"The great questions under discussion were State aid and national aid to road building. There was almost a unanimous opinion in favor of both propositions. On the second day a resolution was passed by a unanimous rising vote of the convention instructing the Legislature to pass a law at once levying a tax of two mills on every dollar of taxable property in the State to raise a fund to be used by the State to aid its different subdivisions in building roads.

Government Should Co-operate.

"The opinion also prevailed that the United States Government should become one of the co-operating forces in this great work, and should pay some share of the cost required to improve certain leading highways up to a high standard of excellence. In this connection the Brownlow bill now pending in Congress, which provides for a system of co-operation between the United States and the different States, or subdivisions thereof, in road building, was under consideration.

"Among the arguments offered in favor of national aid are the following:

"The revenues of the United States Government, aggregating nearly \$500,000,000 per year, are drawn as much from the agricultural areas as from all other sources combined; yet, at the same time, when it comes to the distribution of the fund not more than 10 per cent of it is put out in the rural districts, whereas 90 per cent is distributed in the great cities for public buildings, battleships, munitions of war, harbor facilities, etc. This discrimination has resulted very largely from a lack of attention and consideration. It is believed that Congress would make appropriations for improving roads as well as rivers if urged to do so by the people of the rural districts. This instance was cited as an illustration of the wisdom of such a change.

"The White River is now being improved by the United States Government at a cost of \$2,000,000, which will result in a slight improvement in its navigation that will benefit but a few carriers and a small number of people, whereas a permanent and well-improved highway built with that large amount of money, either along the bank of that same river, or in any other portion of the State of Arkansas would contribute much more to cheapening transportation, would serve many more people, would increase the value of land adjacent to it, and would add very much more to the State's wealth.

Government Appropriations.

"It was considered good policy by the participants in the discussion that the United States should be called upon to contribute a share in this necessary improvement of highways. This idea was indorsed in a resolution passed by the convention. Attention was called to the fact that the Government has already appropriated \$1,000,000 for such a purpose to Porto Rico, and another million to the Philippines, and the Secretary of War has lately recommended to Congress, with the approval of the President, that \$2,000,000 should be immediately appropriated for the use of the Philippine government to be mainly expended

in building highways and other public improvements on the islands.

"Col. L. D. Kingsland, president of the St. Louis Manufacturers' Association, advanced a new idea in his speech to the convention to the effect that the agricultural interests of the country which has so long borne the burden of tariff taxation in order to establish and support the manufacturing industries of this country, and especially the infant industries, some of which have grown to be one hundred years of age, are now entitled to a sort of reciprocal benefit in the way of aid in building up and permanently improving the rural roads of the country. The necessary burden of cost to do this is too heavy to rest entirely upon the shoulders of those who own the land or live in the rural districts.

Colonel Kingsland's Views.

"The following is taken from his speech:

"It was the early and continued policy of the United States to foster and encourage manufacturing, even as a recognized burden upon agriculture and commerce, until it should have its equal share in the progress of the country and reciprocate the benefits received. We are now ready to co-operate with the agricultural, commercial, transportation, and social interests of the country in obtaining good roads, so essential to its continued prosperity. Modern thought and experience have determined that the only successful method of securing a system of improved public roads is by national, State, county, and municipal co-operation in equalizing the burden of their cost and maintenance. It is unjust and inequitable to lay the burden of cost of improved highways upon the agricultural districts. The public road is the common property of all, and the cost should be shared by all.

"The Constitution empowers the General Government to construct military and post roads. The rapid mobilization of her troops by sure and natural means, the extension of the rural mail delivery, and the advancement in social, economic, and educational interests so conducive to good government, demands that the General Government give substantial aid to common road improvement.

"In this connection I most respectfully commend this feature of the Brownlow bill now pending in Congress. It provides for Government aid in road-making and carries an appropriation of \$20,000,000 to be equally distributed among the several States, co-operating with the United States and contributing an equal proportion of the burden of expense."

Secretary Wilson's Letter.

"The most important communication read to the convention and the one which undoubtedly had the greatest influence upon its deliberations was the letter from the Secretary of Agriculture, regretting that it would not be possible for him to be present. He expressed strong and abiding interest in the subject of road improvement. No other form of internal improvement, he said, so directly and vitally affects the welfare of the agricultural classes. He hoped that the convention might have the effect of arousing a popular interest and developing a public spirit that would do much to mitigate the evils of bad roads in the State.

"The principal obstacle to road improvement, Mr. Wilson said, is the burden of taxation that it imposes; but in considering this question the taxpayers should remember that bad roads impose an enormous burden, a sort of perpetual tax, from which there is no escape except through the permanent improvement of the highways.

"While the burden of taxation may appear heavy," said Mr. Wilson, "the money spent in improving the highways should be looked upon as an investment, the returns from which will increase the prosperity of the community far more than it is depleted by the necessary taxation.

"Then besides the material advantages, there are comforts and pleasures, moral and social benefits, resulting from good roads, which are of incalculable value to any community. Where good roads have once been established and their benefits enjoyed, the people are never willing to get along without them.

"The office of public road inquiries of this department is doing much valuable work in the way of popular education along this line, and while Congress has shown its interest in and appreciation of the work by increasing the appropriations for this purpose, yet such appropriations are still far too meager to meet the popular demand for educational and object-lesson work."

CONVICTED BURGLAR MURDERS CELLMATE

Atrocious Crime in Eastern Penitentiary.

QUARRELED OVER RELIGION

Negro Crushes Skull of Sleeping Fellow-Prisoner, Cuts Off His Head and Goes to Sleep.

PHILADELPHIA, Feb. 5.—Cornelius Busch, a twenty-year-old negro convict at the Eastern penitentiary, beheaded his cellmate, James Pratt, another negro, in their cell early this morning. Pratt was serving a twenty-year sentence, while Busch was completing a term of two years.

They had been put in the same cell on the fifth block on Monday night. Overseer Joseph B. Smith made the rounds to serve breakfast at 7 o'clock this morning. As he reached the cell he noticed that a sheet was hung over the grated door from the inside, as if to shut out the view. When the grating parted, only one coffee pan was pushed out instead of two, and it was held by Busch.

"Where's your partner?" said the overseer.

"Oh, he won't need any breakfast. He won't bother you any more," said the convict.

The overseer entered the cell and noticed something on the floor covered with a blanket. Lifting the cover, he found the trunk of the other convict. As Busch was taken to another cell he reached behind his bunk and grasped the head of the murdered man.

Busch said he and Pratt had quarreled over a question of religion. He waited until his cellmate was asleep, and then picked up a stool and killed him. Having killed his man, Busch, with a small, sharp shoemaker's knife and a table knife, hacked out like a saw blade, severed the head from the body. He placed the head on the table and talked to it all night, he said.

Busch will be tried for murder, but pending trial will be kept at the penitentiary.

IRISH PRISONERS WILL SOON BE RELEASED

Amnesty to Be Extended Those Convicted.

DUBLIN, Feb. 5.—Coincident with the return of the Earl and Countess of Dudley to Ireland it has been decided by the Irish executive to extend a pardon to William Duffy, M. P., John O'Donnell, M. P., and other leaders of the United Irish League, convicted under the provisions of the crimes act.

The Countess of Dudley, who had been in the south of France for over a week, is now fully recovered from her recent illness, and will resume the winter festivities in Dublin Castle. It is said that she has been largely instrumental in securing from her husband, the lord lieutenant, an amnesty for the United League prisoners.

The cabinet council next Friday will consider among other matters the draft of the Irish land bill, which, according to report, has been prepared on generous lines by Sir Anthony MacDonnell, whose recent appointment as under secretary for Ireland raised confident hopes in the Irish party of a more satisfactory treatment of Irish affairs.

Sir Anthony, who was but recently given the knighthood, is a Catholic, and virtually a home ruler, so that the hope that he will make an earnest effort to end the land war in Ireland by a liberal purchase bill is widespread among peasantry and politicians.

FIRE ENGINE AND MAIL WAGON ENTANGLED.

A fire in the houses at 1005 and 1007 Thirteenth Street northwest, owned by A. F. Fox, and occupied by Mrs. C. B. Cutler as a boarding house, did damage to the house to the extent of \$300, covered by insurance, and to the furniture of \$150, uninsured. The fire occurred at 6 o'clock last night.

While chemical engine No. 1 was speeding down New York Avenue toward Thirteenth Street, on the way to this fire, it collided with a mail gathering cart, one of the flimsy, two-wheeled variety, driven by John Miller, of the postal force. The cart was completely crushed, and Bob, one of the fire horses, became entangled in the debris. No one, not even the horse, was injured.

NEWS OF THE RAILROADS.

Southern Announces Reorganization.

Following out the general plan of reorganization of the road, the following circular has been issued by the general passenger agent of the Southern Railway system:

"Effective February 15, 1903, Philip K. Gordon is appointed Pacific Coast passenger agent, with office at 633 Market Street (Palace Hotel), San Francisco, Cal., vice A. M. Barnum, resigned.

"Effective February 1, 1903, Grove Ketchum is appointed traveling passenger agent, with office at 207 West Third Street, Los Angeles, Cal., reporting to the Pacific Coast passenger agent, vice M. McCann, resigned.

"Mr. Gordon will have charge of solicitation of passenger traffic on the Pacific Coast, working same exclusively via New Orleans over the Piedmont Air Line, composed of Louisville and Nashville Railroad, between New Orleans and Montgomery, inclusive; Western Railway of Alabama and Atlanta and West Point Railroad, between Montgomery and Atlanta, inclusive; and Southern Railway, between Atlanta and Washington, inclusive, reporting direct to the general passenger agent of the Southern Railway."

The travel eastward is extensive and as Mr. Gordon is one of the most popular railroad passenger agents in the country, his work is expected to prove effective in securing for this line a large portion of the business for Eastern territory. He is well known throughout the East and will be instrumental in getting westward travelers for the road.

Told in General Offices.

A. C. Harvey, district passenger agent for the Great Northern, with headquarters in Philadelphia, was in the city today on business.

Otto Fass, traveling passenger agent for the Santa Fe, with headquarters in Philadelphia, is in the city on business for his line.

Joseph McCann, traveling passenger agent of the Missouri Pacific line, was a caller here this afternoon.

The Seaboard Mail leaving Washington this morning was so crowded two additional sleepers were required to convey a special party of Boston travelers en route for Florida.

C. & O. Greatly Interested.

President George W. Stevens, of the Chesapeake and Ohio railway, passed through the city in his private car Tuesday en route to New York to attend the meeting of railroad presidents.

Every effort is being made by the officials of the Chesapeake and Ohio road to relieve the congestion along their line.

In taking out of service the Western express for St. Louis and other points recently they were moved solely by the consideration that it could not be kept to the schedule without seriously interfering with the movement of other traffic.

As soon as these conditions are relieved it is their purpose to place the train in service again.

Special Train for Wedding Party.

S. B. Hoge, district passenger agent of the Baltimore and Ohio Railroad, has closed a contract for a special train to be run over that line from Washington to Charlottesville, Va., the morning of February 12, to convey a party of 250 guests to the wedding of John B. Henderson, Jr., of this city, to Miss Angeline Schuyler Crosby, of Charlottesville, which occurs on that day. The special will return to Washington immediately after the ceremony.

To Avoid Freight Congestion.

A meeting of the presidents of all of the trunk lines of the Atlantic seaboard is being held in New York. It is designed to afford relief from the congestion of traffic which has become general in all territory east of the Mississippi River, and threatens to paralyze the operation of the roads.

It is understood a plan will be considered looking to the movement of business without regard to road boundaries. This would involve the forwarding of all freight by the most available route, without regard to any particular line.

Double Track for Huntington Division.

Rush orders have been issued and work is being rapidly pushed on the double tracking of the Huntington division of the Chesapeake and Ohio. The work will probably be completed by April 1.

If the present enormous business continues it is the purpose of the road to double track the entire main line. The absolute block signal system is maintained over the entire line, the telegraph being re-enforced by an automatic system of the most modern type. The great length of the blocks, averaging five miles in length, is an added source of safety.

Notes of Railroad Interest.

Local passenger agents have been notified by the Wisconsin Central Railroad passenger agent that, beginning with February 1 free reclining chair cars were placed in operation on that line between Chicago and Minneapolis. It is an innovation in that section of the country.

The National Conference of Charities and Corrections will convene in Atlanta, Ga., May 6-9. All Southern lines will have special rates.

J. J. Brown, general passenger agent of the Old Dominion Lines, was a visitor in the city yesterday, conferring with the local agent, W. E. Conklin.

While walking along Connecticut Avenue about 8 o'clock last night, John Williamson, colored, fifty-five years old, fell dead on the sidewalk. He was carried into a drug store, and the coroner notified. Dr. Nevitt pronounced the death due to paralysis of the heart. Williamson lived at 1017 Eighteenth Street northwest.



Five Little Beauties

and Their Marvelous Growth of Hair.

FREE TO ALL, a trial package of a new and wonderful remedy mailed free to convince people it actually grows hair, stops hair falling out, removes dandruff, and quickly restores luxuriant growth to thinning scalp, eyebrows, and eyelashes, and restores the hair to its natural color and texture. Write for the trial package to Dr. J. C. Williams, Medical Dispensary, 8123 Fessenden Building, Cincinnati, Ohio, for a free trial package, enclosing a 2-cent stamp to cover postage, today.

JOHN K. RICHARDS SLATED FOR CIRCUIT JUDGE

Present indications are that the prospective vacancy on the bench of the Sixth judicial circuit, which will occur when Judge Day is advanced to the United States Supreme Court, will be filled by the appointment of Solicitor General John K. Richards, of the Department of Justice.

Representatives Boring of Kentucky and Brownlow of Tennessee today recommended to the President the name of A. E. Wilson, an attorney of Louisville. Senator Deboe and Representatives Irwin and Moss have given their indorsements to Judge Du Bell, of Louisville, whose claims have been considered strong. The latest Blue Grass candidate is Judge A. M. J. Cochran, of Maryland, who was made a United States judge by President McKinley.

Solicitor General Richards has the backing of Senator Foraker. It is said the only possible obstacle to his nomination would be his own desire not to leave the Department of Justice.

M'CLELLAN STATUE MODEL TO BE SELECTED THIS WEEK

The commission, consisting of Secretary of War Root, Senator George F. Wetmore, and Gen. George D. Tugwell, U. S. A., to select a model for the McClellan statue will meet some time this week.

Some time ago this commission invited sculptors of different parts of the world to take part in the competition. Twenty models were submitted, from which number four were chosen as the most suitable. The artists of these four models were given until February 1 to complete larger designs of their work, four feet in height.

These designs have recently been completed, and are at present in the Tugwell Gallery of Art. It is expected one of them will be selected. Col. Theodore Bingham is acting as executive and disbursing officer of the commission, and will supervise the erection of the statue.

The sculptors who have submitted the larger models are: Austin Hays, Charles H. Niehaus, and A. Hobart Weeks, New York City; Waldo Story, Rome, Italy; and Attil Piccirilli, New York City.

QUAY'S LIPS ARE SHUT ON STATEHOOD SITUATION

Senator Keen began his argument on the Statehood bill today, he having been excused yesterday on account of a severe cold. Senator Quarles concluded a two days' speech in opposition to the measure yesterday.

It is said it will require greater pressure than has thus far been brought to bear in order to induce the Statehood forces, especially the Democrats, to accept a compromise. Senator Quay's position on the question of compromising on two States has not been expressed in public. It is also likely that he has maintained in private the silence that has characterized his attitude from the first.

Senator Foraker, the Republican in charge of the Statehood fight in the absence of Senator Quay, said the only effect of the publication of the compromise story had been so to anger the Democrats that all chance of getting together was destroyed.

SAKS AND COMPANY.

Leaders Since 1857.

A Sale That Argues Its Own Importance.

It is altogether such an all-around equitable way to have a sale—including all the small lots of Men's Overcoats, at each price in a lot by themselves at the same reduction. The same plan followed with the small lots of Suits. You can figure your saving to the penny.

If your size is among them you've got one of the biggest bargains you've ever enjoyed. And your size is likely to be in one or the other of these lots.

The Overcoats embrace the Plain Oversacks; the Padocks and the English Great Coats—some silk lined; others lined with serge; or Italian Cloth; or with fancy wool and silk across the shoulders.

The Suits fairly represent the season's variety of styles. There are Black Tibets, Blue and Black Chevots and Fancy Chevots and Worsteds—in Single Breasted Suits; Two and Three-button Double Breasted Suits; and John Drew Walking Cut-away Suits.

Here's the Schedule of Reductions:

In Overcoats.		In Suits.	
\$8.50 Coats,	-	\$5.50	\$7.50 Suits, - \$4.75
\$10.00 Coats,	-	\$6.75	\$8.50 Suits, - \$5.50
\$12.50 Coats,	-	\$7.75	\$10.00 Suits, - \$6.75
\$13.50 Coats,	-	\$8.75	\$12.50 Suits, - \$7.75
\$15.00 Coats,	-	\$9.75	\$13.50 Suits, - \$8.75
\$16.50 Coats,	-	\$11.50	\$15.00 Suits, - \$9.75
\$17.50 Coats,	-	\$12.50	\$16.50 Suits, - \$11.50
\$20.00 Coats,	-	\$13.50	\$17.50 Suits, - \$12.50
\$22.50 Coats,	-	\$14.75	\$20.00 Suits, - \$13.50
\$25.00 Coats,	-	\$16.75	\$22.50 Suits, - \$14.75
\$27.50 Coats,	-	\$18.75	\$25.00 Suits, - \$16.75
\$30.00 Coats,	-	\$21.50	\$27.50 Suits, - \$18.75
\$35.00 Coats,	-	\$23.75	\$30.00 Suits, - \$21.50
\$40.00 Coats,	-	\$26.50	
\$45.00 Coats,	-	\$30.00	

We're Duplicating the Men's Sale for the Boys--Big and Little.

Every small lot of Boys' Short Pants Suits—novelty or staple styles, makes no difference which—Every small lot of Young Men's Long Pants Suits. Every small lot of the short pants Boys' Overcoats. And every small lot of the Young Men's Overcoats.

Small lot means every lot in which the complement of sizes is not complete. There's the same guiding policy compelling a clearance of the Boys' Clothing as justifies the sacrifices in the Men's stock. There's the same ratio of saving offered for the Boys'.

Boys' Suits and Overcoats

Will include Double Breasted, Three-piece, Norfolk, Sailor, and Novelty Short Pants Suits, in Plain and Fancy effects—the last few of lots that you have admired as the cleverest designs for the Boys.

The Overcoats are principally the regulation Long and Full-cut Frize, Oxfords and Fancy Heavy Chevots—the leading in demand all through this season.

\$2.50 Coats and Suits.....	\$1.65
\$3.00 Coats and Suits.....	\$1.95
\$3.50 Coats and Suits.....	\$2.35
\$4.00 Coats and Suits.....	\$2.65
\$5.00 Coats and Suits.....	\$3.35
\$6.00 Coats and Suits.....	\$3.75
\$6.50 Coats and Suits.....	\$4.00
\$7.50 Coats and Suits.....	\$4.75
\$8.50 Coats and Suits.....	\$5.50
\$10.00 Coats and Suits.....	\$6.75
\$12.50 Coats and Suits.....	\$7.75

Young Men's Suits and Overcoats

Will include the Single and Double Breasted Sack Suits, the latter in the Two and Three-button styles; both Plain Blues and Blacks and Fancy patterns.

The Overcoats will include the Plain Blue, Black, and Oxford Frizes and Kerseys; and the Fancy Heavy Chevots—long and medium cut and full back; Italian lined; or with Fancy wool and silk topping.

\$5.00 Coats and Suits.....	\$3.35
\$6.00 Coats and Suits.....	\$3.75
\$7.50 Coats and Suits.....	\$4.75
\$8.50 Coats and Suits.....	\$5.50
\$10.00 Coats and Suits.....	\$6.75
\$12.50 Coats and Suits.....	\$7.75
\$13.50 Coats and Suits.....	\$8.75
\$15.00 Coats and Suits.....	\$9.75
\$16.50 Coats and Suits.....	\$11.50
\$17.50 Coats and Suits.....	\$12.50
\$20.00 Coats and Suits.....	\$13.50
\$22.50 Coats and Suits.....	\$14.75

SAKS & COMPANY, Penna. Ave. and Seventh Street.

VIRGINIA BELLE SECURES AN ABSOLUTE DIVORCE

Mrs. Nancy Langhorne Shaw Given the Custody of Her Little Son.

CHARLOTTESVILLE, Va., Feb. 5.—Mrs. Nancy Langhorne Shaw has been granted an absolute divorce on statutory grounds from Robert Gould Shaw 2d, in the circuit court for Albemarle county.

She is to have the care, custody and maintenance of their child Robert Gould Shaw 3d, but is to permit the little one to visit the family of his grandfather, Quincey D. Shaw, and of his aunt, Mrs. Harry P. McKean and Mrs. Lawrence C. Fenna, at reasonable times and places to be selected by the mother.

Robert Gould Shaw 2d is enjoined and restrained from interfering with Mrs. Nancy Langhorne Shaw.

OCEAN STEAMSHIP MOVEMENTS.

NEW YORK, Feb. 5.—Arrived: Oceanic, from Liverpool; St. George, from Antwerp; Barcelona, from Hamburg; Tauris, from Liverpool; Hildswell, from Algiers; Foverman, from Glasgow; Montevideo, from Havana; Titania, from Manila; Kaiserin Maria Theresa, from St. Thomas.

AWAKENED TO FIND BURGLAR IN HER ROOM

Plucky New York Woman Seizes and Captures Intruder After Fight.

NEW YORK, Feb. 5.—Mrs. Anna Ford, who lives with her husband and two children at 128 East Forty-first Street, was awakened at 2 o'clock yesterday morning by some one walking about her room. She saw a young man in the dim light rummaging the bureau drawers.

She called to her husband, who was sleeping in the next room, and at the same time jumped out of bed and seized the intruder by the neck. He fought to get free, and gave her a punch on the nose and broke away. She tackled him again, but he kicked her away from him, and made a dash for the window through which he had entered.

He was part way through when the women seized him by one leg and held on. Her husband ran in from the other room and seized the other leg. Together they pulled him back into the room. Ford then held him while a neighbor got a couple of policemen. The prisoner gave the name of Frederick Clark, and said he lived at 354 East Twentieth Street. In the Yorkville police court Magistrate Cornell held him in \$1,000 bail for trial.